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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY USSR (Latvian SSR)

SUBJECT State Repair Plant for Railway Cars and Locomotives, Lepaya.

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THIS IS UNEVALUATED INFORMATION

2. "There are two State Repair Plants for Railway Cars and Locomotives in Latvia: one in Lepaya and one in Daugavpils. The plant in Daugavpils is slightly larger, employing about 1300 workers. The number of workers at the plant in Lepaya fluctuates between 900 and 1100.

Departments

3. "The Lepaya plant has the following departments:

- a. Locomotive Department: Removal and replacement of worn locomotive parts.
- b. Mechanical Department: Manufacture and repair of parts; minor repairs.
- c. Tool Department: Repair of tools used in the plant.
- d. Tender Department: Repair of engine tenders.
- e. 'Wheel-Pair' Department: Here the 'wheel-pairs' [~~sic~~] of locomotives and carriages are removed, repaired and replaced.
- f. Smithy Department.
- g. Mechanical Repair Department.
- h. Pig Iron Department: The iron foundry is the only department of the plant that has been enlarged since World War II. It was U.S. Officials Only

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slightly enlarged in 1952. Small spare parts for the plant are cast here.

1. Railway Car Department: Repair of passenger and goods cars.

Production Plan

4. "The plant production plan stipulates that at least six locomotives and 12 railway cars should be repaired each month. The norm for cars is usually fulfilled. Very seldom, however, can more than three or four locomotives be repaired each month. One reason is the excessive expense. It may cost as much as 150,000 rubles 'excess expenditure' [term not explained] to repair just one locomotive of the types O<sup>8</sup>, O<sup>4</sup>, or OBr. In the second half of 1952 the total excess expenditures of the plant reached some 2.5 million rubles. Payment of workers' wages was 20 days in arrears.
5. "The workers work on a piece-work basis. Fulfillment of the individual norm by 140% earns the title of Stakhanovist; at some factories it may take more than 180% fulfillment to earn that title. In the Lepaya Repair Plant for Railway Cars and Locomotives there is such a perennial shortage of raw materials that the workers generally use up their monthly allotment in the first fortnight - have to kill time in the second. The title of Stakhanovist brings no material advantage at this plant; one receives in addition to base pay only the percentage of overfulfillment. The average monthly wage for a grinder who is a Stakhanov worker is 820 rubles.

Military Repairs

6. "Occasionally the plant has repaired the cars of armoured trains. These cars are brought to the plant from the naval port in Lepaya. The last time (prior to mid-January 1953) such cars were repaired was in June 1952. The armoured cars are usually repaired by the sailors who accompany them from the naval port. The regular workers at the plant are allowed to perform only exterior repairs on these armoured cars."

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